

SOUTH DAVIS COUNTY TRANSIT DEIS

Centerville Sub-Committee Meeting No. 1 - Summary

Project:
South Davis County Transit DEIS

Meeting Purpose:
Centerville Sub-Committee Meeting No. 1

Meeting
6:00 p.m. to 8:00 p.m.
February 15, 2007

Location:
Centerville Public Works

Attendee

Angelo Papastamos
Keith Hall
Kim Clark
Jacqueline Jensen
Dan Noziska
Robin Hutcheson
Ann Fadel
Brad Green
Bruce Pitt
David Gill
George Fisher
Cory Snyder (representative)
Jan Witmer
Jim Pedersen
Kameron Fillmore
Tami Fillmore
Ken Jones
Nancy Smith
Phill Sessions
Rick Bangerter
Sherri Lindstrom

Representing

UDOT
Carter & Burgess
H.W. Lochner
H.W. Lochner
H.W. Lochner
Fehr & Peers
Sub-Committee member
Sub-Committee member
Sub-Committee member
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Sub-Committee member

Meeting Summary:

Project History

K. Clark began by giving a brief overview of the South Davis Transit Study DEIS. She explained that the South Davis Transit Study will follow on from two transit studies previously undertaken for this region. These include work undertaken by the Legacy Parkway Community Planning Information Committee and a Feasibility Analysis undertaken by the Wasatch Front Regional Council (WFRC). She noted that while the South Davis Transit Study will consider the work that has been previously undertaken, it will not necessarily be built upon the findings from these studies. It was noted that the outcome of the WFRC Feasibility Study did not gain consensus from all of the affected communities.

Study Area

The north and south limits of the study area are 400 South in Downtown Salt Lake City to the US-89 / Legacy Parkway / I-15 Interchange in Farmington. The east and west limits of the project are Legacy Parkway / I-215 to the mountain range / State Street.

Public Involvement Process

K. Clark provided a brief overview of the public involvement process. She explained that each of the sub-committees will assist the project team in the following tasks:

- Define Goals and Objectives
- Document Existing and Future conditions
- Develop a Purpose and Need Statement
- Create Evaluation Criteria
- Identify and Screen Alternatives

Representatives from each of the sub-committees will attend the regional workshop meetings. These workshops aim to bring together ideas and information collected during the sub-committee meetings and other community outreach activities and develop regional transportation solutions. K. Clark outlined other outreach activities that have been incorporated into the project including a project website, open community meetings etc.

FTA Process

K. Hall provided a brief overview of the Federal Transit Administration (FTA) Process. The FTA is responsible for assisting transit agencies throughout the United States. While the FTA provides some fixed funding, funding is also awarded on a nationally competitive basis. Therefore transit projects in Utah will compete with projects in other states for funding. The FTA process is rigorous and well defined. It focuses on specific areas including ridership forecasting, cost effectiveness and community consensus. K. Hall explained that one of the purposes of the South Davis Transit Study is to ensure eligibility for this funding. In keeping with FTA's process, Phase I of the South Davis Transit Study will include an Alternatives Analysis process and identification of a Locally Preferred Alternative. Phase II of the project will include the development of the Draft Environmental Impact Statement.

Identification of Needs Exercise

Following is a list of needs identified by the Centerville Sub-Committee members, grouped into general categories.

Pass Thru Traffic / Reduce Number of Cars

- Rail or transit improvement would serve other communities (people traveling through Centerville)
- BRT/Buses/Light Rail needed to Centerville and Farmington to reduce pass thru
- Transportation improvements must clear a way for traffic to move through Centerville
- Bring outsiders to commercial sports within region
- More traffic could be generated through Centerville with the Farmington Commuter Rail station and Legacy
- Most increases in traffic will be through Centerville, rather than to and from Centerville
- Centerville is the middle of the hour glass (all traffic comes through with no room to expand)
- Meeting transit options with the needs of shoppers and stores
- Diminish Centerville as conduit for transit (not a destination city)

Future Outlook and Needs

- Look to the future to see if what is built will draw people in

Transit

- Street car should be on 400 East
- Community could change if light rail were built
- Transit options needed to serve community

Traffic (East/West)

- Put a single point urban interchange at the Parrish and I-15 interchange
- Increase congestion is a possibility with Legacy and Parrish interchange
- Need an interchange at I-15 and Lund

Traffic (North/South)

- Bottleneck at 400 West
- Centerville takes on many problems but without mitigation, i.e. Frontage Road should be built west of I-15 between Centerville and Farmington
- I-15 east Frontage Road could carry lots of traffic if extended
- Must look at northbound traffic as well as southbound
- Citizens want to get to Salt Lake without fighting I-15 traffic
- Very difficult to make left turn off of Main Street during rush hours
- Possible continuing of 500 West north from Bountiful as a Frontage Road on I-15 with light rail
- More north/south corridors needed but citizens concerned Centerville can't handle them
- Traffic builds up in West Bountiful and there is no way to create a new north/south road west of I-15

Bus Service

- At peak commuting times, buses are full
- Transit need to Farmington and Woods Cross (for commuter rail)
- Centerville needs other transit options because no commuter rail stop
- Localized service to get to commuter rail
- A sector delivery (shuttle) within the city would be of use (Porter and Chase, Main and 400 West)
- Inadequate existing service – better bus stops, more frequency, etc. may increase use
- Citizens may not be willing to ride because buses are not full off peak
- More frequency busses during peak only

Land Use Concerns (Evaluations)

- Look at how patterns change with developments including Legacy, Commuter Rail, TOD in Farmington
- Little growth potential in Centerville
- Centerville is almost built out

Safety / Access

- Lack of access due to street connectivity, congestion reduces access for EMS
- Safety is a concern with all the off-set intersections

Walk ability

- Main Street is hard to cross as a pedestrian (40 MPH)
- No access for pedestrians on the west side of I-15/Commuter Park (no sidewalk)
- Increase walk ability to stops
- No reasonable park and rides to walk access to transit

Transit Accommodation / Bus Stops

- Citizens concerned if and where transit will relocate car traffic
- Use 400 South in Salt Lake as an idea for transit/car relationship

- Citizens concerned with the type of transit – trolleys (more stops) vs. light rail (fewer stops)
- Turn-out lanes for busses or BRT on Main Street

Education

- Bike facilities
- Park and ride locations
- Education to change transit mentality – citizens need to use transit to alleviate traffic in the future

Development West of I-15

- Pressure to develop commercial corridor west of I-15 to North to Farmington
- Look at development in West Farmington
- More development happening west (I-15 and Legacy) than east – more transit potential toward the west
- Frontage Road from Legacy project agreement

Out of Region Travel

- Kids going to college ride the bus because it's free (University of Utah and Weber State University)
- Need for bus service to Weber State and Davis Tech.

Environmental Concerns

- Air quality important – all options must have clean air in mind
- Citizens concerned about environment

Park and Ride

- Need park and ride with any transit improvement
- The park and ride must have a place to leave bikes

*Evaluation criteria need to be based on interrelationship. If the corridor moves others through efficiently but that choice blocks and overly congests our streets than what has been solved and/or mitigated?

Identification of Goals and Objectives Exercise

Following is a list of Goals and Objectives identified by the Centerville Sub-Committee members:

- Provide transportation options to the community of Centerville to destinations north and south
 - Increase modes of transit options
 - Balance global traffic in Centerville (i.e. east/west, north/south, modes)
 - Provide options to increase air quality
 - Improve emergency response
 - Improve pedestrian safety
- Move people and goods thru Centerville safely and efficiently
- Minimize impacts (R/W and access) to residents and business
 - *Note to UDOT: Interchange on border between Farmington and Centerville
- Enhancing the quality of life for business and residents
- Provide safe travel patterns

- Cooperate with neighboring communities for options

Future Meetings

Sherri Lindstrom, Tami Fillmore, George Fisher, and Jim Pedersen will represent the Centerville Sub-Committee at the Regional Workshops. The next sub-committee meeting will be held on April 19th from 6:00–8:00 p.m.

Any discrepancies with this meeting summary, please notify Jacqueline Jensen.

Cc: Attendees, Project Contact List, West Bountiful Sub-Committee Members